Restaurants in Hotel Janpath and Kanishka run by Private Parties

1541. SHRI GHUFRAN AZAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that in a bid to help privatisation of ITDC hotels steadily the managements of hotel kanishka and Hotel Janpath propose to induct some private parties to run their restaurants like Palm Grove and Mandarin;

(b) whether these restaurants have been hitherto earning huge revenues for the hotels;

(c) whether these efforts have been opposed by the trade unions; and

(d) if so, whether Government propose to take action to improve the management and give directions not to sell Government properties to private entrepreneurs anymore except where such arrangements are in vogue?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) Yes, Sir.

(c) and (d) Do not arise.

Panel for appointments of different categories in Indian Airlines

1542. SHRI CHATURANAN MISHRA:
SHRI GAYA SINGH:

Will the Minister of CIVIL AVIATION TOURISM be pleased to state:

(a) what is the number of candidates empanelled by Indian Airlines for the post of Traffic Assistant, other Assistant and Typists, for the four Regional Offices and Delhi (Hqrs) category-wise and when it was empanelled;

(b) whether it is a fact that none of the candidates from this panel has given appointments so far;

(c) if so, what are the reasons therefor;

(d) whether the validity of this panel has been renewed from time to time, if so, the dates on which the validity was extended;

(e) whether it is a fact that a number of casual temporary appointments were made keeping aside the panel;

(f) if so, the number of such appointments made, category wise and the reasons for not selecting the candidates from the panel;

(g) whether any of such appointee was given extension for more than six monhts and any of them is made permanent; and

(h) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Regionwise information regarding formation of panels (category wise), number of candidates empanelled, number of candidates appointed, the number of times and the dates till which the validity has been extended is given in Annexure (See Appendix CLXVII, Annexure No 19). Due to ban on recruitment from outside and keeping in view the efforts and cost of holding selections, the validity of all the direct recruitment panels has been extended as indicated in the Annexures. In some cases, the panels have not been operated due to ban on recruitment.

(e) and (f) A total of 319 casual temporary appointments have been made during the validity period of these panels (i.e. from 1989 to 1993). Region-wise and category-wise break-up is given in Annexure—No. Casual appointment is resorted to primarily against workload of emergent

and short-term nature or against leave/absenteeism vacancies. In some cases, empanelled candidates were offered casual temporary appointment, but they refused.

(g) and (h) No person was appointed on casual/temporary basis continuously for more than six months, and no such person has been made permanent.

Private Airlines operating in the country

1543. SHRI GHUFRAN AZAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of applications received during the last one year from private airline operators;

(b) what are the details of joint collaborations entered into by different operators;

(c) whether it is a fact that with the grounding of several aircraft of Indian Airlines more and more companies/firms/individuals are approaching Government to grant them further permission for different air routes;

(d) whether Government propose to increase the fleet of Indian Airlines;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) 26 applications were received during the period June 1992 to April, 1993 for grant of No Objection Certificate for air taxi operation. The list of applicants is enclosed. (See Below)

(b) Some air taxi operators have non-resident Indians as co-promoters. Participation of foreign equity in the air taxi operations is not permissible under the existing air taxi guidelines.

(c) No, Sir. Most of the companies holding 'No Objection Certificate' for operating air taxis had submitted their applications in 1991 and 1992. Under the existing air taxi guidelines Government is not required to allocate routes for operation of air taxis.

(d) and (e) Two A-320 aircraft have recently joined the fleet of Indian Airlines. 10 more A-320 aircraft will be added to the fleet 5 each in 1993 and 1994.

(f) Does not arise.

List

Applications for grant of NOC for issuance of Air Taxi Operator's Permit, received during the period 1st May, 1992 to 30.4.93

S. No. Name of the Applicant

1. DAMANIA AIRLINES LTD.
2. M. G. EXPRESS LTD.
3. ORIENTAL AIRWAYS
4. PASHUPATI AVIATION.
5. PATEL AIRWAYS.
6. TRIDENT AIRWAYS
7. VENUS AIRWAYS
8. RAYMOND WOOLLEN MILL
9. CAPITAL AIR PVT. LTD.
10. ORIENT AIRWAYS
11. K. C. V. AIRWAYS LTD.
12. A. UNIKRISHNAN
13. AEROLUS AVIATION.
14. J. K. INDUSTRIES.
15. BANGALORE AERONAUTICS TEC.
16. SWIFT AIRLINES PVT. LTD.
17. AIR TRADE (ROYAL STAR AIRWAYS).
18. SPAN AVIATION LTD.
19. INDIAN TRAVELLERS CLUB LTD.